

RAILROAD NEWS

Lumber Men Do Not Like the New Rate.

**A Delegation of the Support
Before the Railroad Commission Next
Week—Brief Mention.**

The recent action of the railroad commission in ordering a change in the freight rates on lumber, is stirring up those interested in this extensive industry, and the following special from Savannah to THE CONSTITUTION, outlines the policy of the lumber men, and gives the basis for their protest against the commission's action. It says:

ing the lumber men of Savannah, will appear before the railroad commission in this city in conjunction with representatives of the lumber interest at other points to show the advisability of revoking the recently issued order raising the rates of transportation. The lumber men have been very much worked up over the increase.

ruinous. As soon as the fact became known they held a meeting and appointed a committee, with Mr. N. Frierson as secretary, to obtain the necessary information to lay before the commission. It has worked steadily, and, some of the members claim, has secured considerable important data bearing upon the lumber business in Georgia.

"On April 2d, 1883," said Major Shellman, the traffic manager, "the railroad commission reduced the rate on lumber about 20 per cent. Owing to the fact that the mills claimed to be in a very bad condition, it has never been increased since then, although at the time it was generally understood that the old rate would

"The rate at present existing in Georgia is the most prosperous, in fact, I believe, than

in any other Southern State. The farmers having enjoyed the benefits arising from a greatly reduced rate made at a time of depression through several years of prosperity, apparently believe that it should be continued even to the railroad's detriment. They are mistaken in assuming that the railroads are securing a full restoration of the decrease of 1883. Nominally it may appear so, but in

General Freight Agent Whitehead in referring to the same subject said:

"In comparing the new tariff with the present one several things that do not appear upon the surface must be considered. Under the existing tariff a carload is 22,500 pounds. Under the new one 24,000—an increase in

61 per cent. Another change having a tendency to reduce the new rate and render the benefits to the railroad considerably less is the substitution of a five mile group instead of the ten mile group now in use, giving the shippers a shorter rate for intermediate points. For instance under the old classification, all mileage over twenty miles would be charged at the rate of ten miles; that

lumber was only transported twenty or twenty-two miles. Hereafter, under the same circumstances, he will pay for only twenty miles. If the distance should be twenty-three miles he will be charged for twenty-five; whereas, the tariff under which we are still working would necessitate charging him at the rate of thirty miles. Consequently the percentage of

More About the Lumber Tariff.

THE CONSTITUTION has received the following interesting communication, with a request that it be printed. As it is written in the interest of one of the greatest of southern industries, and touches upon several points that shippers desire to gain information of it is printed in full:

I suppose that reasons for the increase in freight rates have been set before the commission, which have induced them to think the change a good one; but I propose to set forth several facts, to show that the change will be particularly hard on the lumbermen, and that the present rate is full compensation.

In the first place, the expense of preparing lumber for the market has greatly increased in the last few years, or since the freight rate was lowered from class P to class P, less twenty per cent. The branch roads for getting the logs from the forests to the mills on the main lines are getting longer and more expensive to keep up, while timber and stumpage costs twice as much as it did six years ago. In the second place the coastwise market is extremely low, considerably

low as it can well be with any privity to the product. A third reason is that the rate on lumber which is handled at both starting and landing points in loading and unloading by the lumbermen, is as high as that on many articles that are loaded and unloaded by the railroads themselves. In transporting lumber the railroads have only the expense of hauling. We may state in this connection that the rates on lumber are higher in proportion to the value of the article than on other primary products.

To this, I would say that, though there is a market in the west, and the market is very low, the freight rates are such as to insure very little profit in shipping there. The situation, as we have suggested above, is this: The coastwise markets are extremely low and the freight rates to the west are very high.

ever been. The railroads themselves are getting their lumber cheaper than they ever have before. I might sate, by way of parenthesis, that the lumber business pays a larger revenue to the railroads than any other industry in this section.

In conclusion, allow me to say in behalf of one of the leading industries of Georgia that the lumbermen of this state now have about as much as they can carry. Should the capitalists close down upon them many would go by the board.

the constant rise in the value of stumpage, the present low market and the high freight rates to the west, an increase in local rates is a sure harbinger of evil to the lumbermen of Georgia.

An Air Line to Rome.

Since the Rome and Decatur railroad has been opened from Rome, Ga., to Attalla, where it connects with the Alabama Great Southern railroad, an air line from Birmingham to Rome, Ga., has

seeing that they could make a nice thing out of this, have arranged to place on sale at Atlanta and points south of the former place tickets to Rome, Ga., and points on the Rome and Decatur railroad via the line. The arrangement, which will be put into effect within the next ten days, is a permanent one. It is said that the schedule of the two roads will be so arranged that close connections will be made at Atlanta to and from all points on the Rome and Decatur railroad.

Excursion Rate for Delegates.
Commissioner Slaughter has issued a circular granting excursion rates on the certificate plan to delegates attending the following meetings: Congress of American physicians and surgeons, Washington, D. C., September 18th to 20th. Mississippi state prohibition convention, Jackson, Miss., September 24th to 25th.

Tennessee State Baptist convention, Brownville,
 Tenn., October 8 to 15th.
 National Agricultural wheel and National Farmers
 alliance, Meridian, Miss., October 10 to 19th.
 Brotherhood of St. Andrew, New York city, Octo-
 ber 18th to 21st.
 National Woman's Christian Temperance union,
 New York city, October 19th to 24th.
The Trade Consummated.

company and the Mann Boudoir Car company, which was talked of several months ago, was, it is currently reported, consummated in St. Louis last Friday. The Mann Boudoir Car company offered to sell out to the Wagner company, but there was a hitch in the trade, which was settled only last Friday. This will introduce the Wagner Car company into many southern lines.

Texas points, were rather agitated yesterday by the news that Georgia and Alabama had been quarantined against and that no traveler from either state would be permitted to enter Texas. John Gee, passenger agent of the Atlanta and West Point, received a telegram from W. C. Watson, general passenger agent of the Southern Pacific, stating that this quar-

TO PEOPLE THE STATE.

**Commissioner Henderson on
Immigration.**

**He Proposes That Steps Be Taken to Turn
Immigration This Way—How He**

Hon. J. T. Henderson, commissioner of agriculture, in an interview with a reporter of THE CONSTITUTION, said:

"I have been aware for years of the importance to Georgia that some better arrangement than now exists be made for the promotion of immigration into our state. The failure that was made just after the war, when the

legislature provided for the appointment of a commissioner of immigration, with a salary of two thousand dollars a year, seems to have satisfied subsequent lawmakers, that enterprises of that character are impracticable. When you look at some, at least, of the causes of failure in that period, I think it need not be wondered at. We had then just passed through a long and bloody war between the states, and much feeling ex-

isted throughout the public mind, both north and south. This state of feeling was perpetuated for many years by the northern press, which gave incorrect, not to say false, statements with regard to public sentiment at the south. The entire body politic was represented to northern immigrants as being unsate, owing to our unreconstruction. For fifteen or twenty years the bloody flag was waved over the Southern people, particularly on the approach

of a presidential election. It was argued that if the northern people came among us, unless they adopted our ways, politically, socially and morally, that they would be ostracised from all decent society. Such was the state of things that existed, as I have said, for ten or fifteen and probably, more, years after the war. It is true that we made another feeble attempt about eight years ago to establish a bureau of immigration, which, for the want of substantial encouragement, fell through also. But there was not a dollar appropriated either

"A very different state of things exist now from what they did even eight years ago—I mean so far as bloody shirts or sectional animosities are concerned. All now is peace and harmony between the sections. Sectional prejudices have so far abated that we can almost truthfully say that the same fraternal feelings exist now that existed two decades before the fall of Fort Sumter. In the absence of a department of immigration I know

of no better place to ascertain the feeling of our northern friends than the department of agriculture of Georgia. If the number of inquiring letters that are pouring into the commissioner almost daily does not demonstrate the necessity for a department of immigration, it certainly does something of a kindred nature. The former failures that have been encountered may make the name an unpopular one but a department by another name, so it subverses the purpose for which it is intended, would do no well.

"If the complaint should be urged that there are already enough departments, then enlarge the duties of some now in existence, increase the appropriations thereto and let the head of it be put at once into communication with the vast numbers of northern people now seeking southern homes.

"The department of agriculture has no legal authority to expend money for the literature now so badly needed. Some years ago, in the

"Since then, 1885, I believe a book was prepared under my direction known as the 'Common wealth,' which was designed at the time for use and distribution at the great New Orleans exposition in 1885.

"But the legislature being then in session, a resolution was passed authorizing me, after making certain gratuitous dispositions of it, to sell the remaining copies for enough to pay for all subsequent reproductions. These two little volumes are the only literature that has been at any time at the disposal of the commission, and they in very limited quantities. The necessity for a department of investigation or something of a similar character has as I stated at the outset been apparent to me all the while, but the pressure upon me from so

"Some think the heavy influx of emigrants weekly arriving at Castle Garden might now be diverted to the south. It is known hitherto that that class of European emigrants have been pouring in an unbroken stream into the northwestern states, and that they are constantly ushering new states into the great American confederation. "I think that an effort in that direction will invite the attention of

a commissioner of immigration and may be attended with at least partial success. Still I think much greater encouragement may be expected from those of the northern and northwestern states who are already to the 'man-nor born.'

"They are to be preferred because they are already acquainted with the genius of our free institutions and have already assimilated in thought, habits and customs to those of our people. But this will be a work for the commissioner, whoever

"What is most needed just now is to get the press of the country enlisted in the enterprise, hoping to get them enlisted in the cause. It should be remembered that the legislature is to assemble early in November. Between now and then, should it meet the

approval of a press, the whole matter should be thoroughly ventilated, so that when representatives arrive on the spot they should know exactly the sentiment of their constituents.

"I hope the Georgia press will join me heartily in this enterprise, knowing as I do that the results in a pecuniary point of view will be likely to meet the expectations of the most sanguine."

FRESHET.

Rain! Rain!

On account of the freshet, we have had considerable trouble filling our orders this week, but everything will be O. K. by Monday; trains will resume, and our business will do likewise. Crowds continue to flock to our store daily after everything that is good to eat. Numbers of new customers have been added to our already large patronage, and we have an ample force of able and polite assistants to handle the trade. Our thirty cent coffee sale was greater than we expected this week.

This week we offer new crop dried blackberries, the finest we ever had! Just received, twenty barrels of fancy eastern, large Purbank Irish potatoes, fresh celery and fancy Jersey butter. We receive four invoices of snow-flake crackers every week and you can send daily to our store with the assurance that your crackers are just from the factory. Our superative white cream cheese will be here on Monday, and we will be prepared to fill your orders for any quantity desired. We wish to say to the school girls

Our store is headquarters for all kinds of fancy groceries, and we will save you twenty per cent if you buy your groceries from us. Our goods are fresher on account of quick sales, and we guarantee each and every article to be the finest that money can buy or palate desire. Special drives during the week. We want one hundred new customers, and invite new comers to Atlanta to visit our store and select what they want.

HOTT & THORN.

The Lochrane Peachtree Home.
We are instructed to sell this most desirable home at auction. The 4th day of October next at 3:30 p. m. is fixed for the date of sale. Purchasers in Atlanta will please take notice of the sale, and persons living here, who have friends elsewhere whom they wish to induce to locate in Atlanta, will remember the day and advise them of it. Plans with full particulars of the property are being prepared, and many details about it may be found in

SAFETY COMPANY, 111 N. 1st St., St. Louis, Mo.

